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# MSAPC ADVISORY CIRCULAR

U.S. ENVIRONMENTAL PROTECTION AGENCY

OFFICE OF AIR AND WASTE MANAGEMENT

MOBILE SOURCE AIR POLLUTION CONTROL

A/C NO. 15-A

July 30, 1974

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Subject: EPA Review and Approval of Maintenance Instructions for 1975 and Later Model Light-Duty Vehicles and Heavy Duty Engines

A. Purpose

The purpose of this Advisory Circular is to revise the criteria for approval of maintenance instructions for 1975 and later model year vehicles and engines. This Advisory Circular supercedes Advisory Circular No. 15 for 1975 and later model years.

B. Background

1. Section 207(c)(3) of the Clean Air Act, as amended, provides that "the manufacturer shall furnish with each new motor vehicle or motor vehicle engine such written instructions for the maintenance and use of the vehicle or engine by the ultimate purchaser as may be reasonable and necessary to assure the proper functioning of emission control devices and systems." On August 26, 1971 EPA promulgated regulations requiring that vehicle manufacturers submit such instructions to the Administrator so that EPA might determine whether the maintenance prescribed by the manufacturer to assure the proper functioning of the vehicle's emission control system is reasonable and necessary. The preamble to those regulations provided that the requirement for submission of such instructions is applicable beginning with the 1973 model year.

2. To facilitate the review process, Advisory Circular No. 15 set forth the basis on which the EPA reviewed 1973 maintenance instructions.

3. This Advisory Circular is issued to take account of the regulatory changes that were made for 1975 and later model year light-duty vehicles and heavy duty engines with respect to the relationship between maintenance instructions provided to the ultimate purchaser and scheduled maintenance performed on durability data test vehicles or engines.

C. Applicability

Advisory Circular 15A is applicable for 1975 and later model year light-duty vehicles, light-duty trucks, diesel light-duty vehicles, diesel light-duty trucks and heavy duty engines. In the context of this Circular, Reference to light-duty vehicles, 40 CFR 85.075, shall also apply to corresponding sections of diesel light-duty vehicles, 40 CFR 85.175, light-duty trucks,

40 CFR 85.275, diesel light-duty trucks, 40 CFR 85.376, heavy duty gasoline engines, 40 CFR 85.774, and heavy duty diesel engines, 40 CFR 85.874 and .974. (Subpart 85.376 is reserved for new diesel powered light-duty trucks. The regulations applicable to this type of light-duty motor vehicle had not been promulgated at the time this Circular was prepared. However, reference is made to the respective section in anticipation of its promulgation.)

D. Emission Control System Maintenance Instructions to the Ultimate Purchaser

1. Purpose - The instructions are intended to serve as an educational tool for the ultimate purchaser to promote adequate maintenance to the emission control systems on his vehicle.

2. Content - The instructions should include:

a. Specification of the items of maintenance required and their corresponding mileage interval (in preference to specifications of a time interval, where feasible. The specifying of time intervals has the inherent shortcoming of not providing a ready reference for identifying future maintenance points.)

b. An adequate description of the test and service to be performed on each system at each interval. This requirement will be considered fulfilled if the service manual contains a full description of the maintenance and the owner's manual contains a short statement of the service to be performed.

c. A general description of the documentation which will be required of the ultimate purchaser as evidence of compliance with the maintenance instructions.

d. Names for devices, components, etc. which have been chosen to describe their function. Trade names or brand names shall not be used when generic terms for component identification are available.

e. Any special vehicle operating procedures to be followed to protect the catalytic converter (or any other emission control system component) in case of a malfunction such as spark plug failure, loss of ignition, etc.

### 3. Format for Instructions

In general, the format in which the information is provided to the purchaser should be designed to facilitate owner identification of the maintenance that needs to be performed. For reasons of clarity, maintenance required at the various mileage points or time intervals should be summarized in one place, preferably on one page.

### 4. Items Necessary for EPA Review

a. To facilitate EPA review, the manufacturer is requested to identify the owner maintenance requirements, the corresponding durability vehicle maintenance, and in cases where the two differ, a justification for the difference. (A suggested format for this submission appears in the Appendix).

b. Cost information regarding emission control components and systems maintenance is needed to determine whether maintenance requirements are reasonable. Therefore, manufacturers must submit manufacturer's suggested retail prices charged to the customer for parts, components, assemblies, etc. specified in their maintenance schedules. Labor charged customers for inspection, correction, adjustment, or replacement, as applicable, must also be included. Because labor costs may vary, the time required to perform the maintenance may be stated instead of price (flat rate). The maintenance price for parts and labor (or labor time) for each servicing interval must be stated and these subtotals accumulated to account for total maintenance costs for each engine family-control system combination over the useful life of the models covered.

### 5. Criteria for Approval

The criteria for approval of maintenance to be recommended to the ultimate purchaser will be that it is reasonable and necessary and that it is likely to be performed on in-use vehicles.

To the degree to which maintenance recommended to the vehicle owner is identical with the scheduled maintenance that was performed on the applicable durability vehicles, the maintenance instructions will be approved without further question. Any recommended maintenance which differs from that scheduled for the durability data vehicle will be reviewed by EPA to determine if it is reasonable and necessary.

The manufacturer must justify any recommended owner maintenance which differs from that scheduled for the durability data vehicle. Justification must be based on historical data or on technical information.

### E. Warranty

1. EPA will review the manufacturer's owner's manual to assure that the warranty against defects in materials and workmanship, as required in Section 207(a)(2) of the Clean Air Act, is included.

2. A manufacturer may not expressly condition the Section 207(a)(2) warranty on proper use and maintenance. The warranty provisions must not include language which denies liability for claims which arise as a result of a defect in material or workmanship on the basis that the vehicle was not properly used or maintained. The warranty provisions may include language which excludes liability for failures, other than those resulting from defects in material or workmanship, which are caused solely by owner abuse and/or lack of proper maintenance.

3. The following warranty statement meets the requirements of §207(a)(1) and (2):

"(Manufacturer) warrants to the ultimate purchaser and each subsequent purchaser that his vehicle (or engine) is designed, built, and equipped so as to conform at the time of sale with all U.S. emission standards applicable at the time of manufacture and that it is free from defects in materials and workmanship which would cause it not to meet these standards within the period of 5 years or 50,000 miles (5 years or 100,000 miles for heavy-duty diesel engines), whichever occurs first. Failures, other than those resulting from defects in material or workmanship, which arise solely as a result of owner abuse and/or lack of proper maintenance are not covered by the warranty."

4. If a manufacturer proposed a warranty statement that differs from the above, such proposed statement will be forwarded for review to EPA's Office of Enforcement and General Counsel. Any discussion of alternate warranty statements among a manufacturer and EPA will be handled for EPA by the Division of Mobile Source Enforcement of the Office of General Enforcement, in Washington, D.C.

### F. Submission of Other Information

In accordance with 40 CFR 85.006(b), manufacturers are required to submit to EPA copies of all instructions or explanations regarding the use, repair, adjustment, maintenance or testing of vehicles and/or engines relevant to the control of crankcase, exhaust, or evaporative emissions issued by the manufacturer for use by other manufacturers, assembly plants,



distributors, dealers, and ultimate purchasers. Though this information may not be available at the time maintenance instructions are submitted for approval, manufacturers are reminded that such information must be submitted and up-dated as soon as it is available. Two copies of all emission control system related service bulletins should be sent to the Certification Branch in Ann Arbor.

Eric O. Stork  
Deputy Assistant Administrator  
for Mobile Source Air Pollution Control (AW-455)

Enclosure

APPENDIX

## Suggested Format for Submittal of Maintenance Instructions

## Emission Control Service Scheduled Maintenance

<u>Item</u>	<u>1975 Customer Maintenance Interval</u>	<u>1975 Durability Maintenance Scheduled</u>	<u>Justification of Difference*</u>
Drive Belts	10,000, 20,000, 30,000 40,000 miles	20,000 & 40,000 miles	A
Oil Bath Air Cleaner Clean and Recoil	5,000 mile intervals	10,000 mile intervals	B
Carburetor Choke	15,000, 30,000, 45,000 miles	15,000, 30,000, 45,000 miles	-
PCV System	20,000 mile intervals	20,000 mile intervals	-
Spark Plug Change	10,000, 20,000, 30,000 40,000 miles	20,000 & 40,000 miles	C
Vacuum Hoses	10,000, 20,000, 30,000, 40,000 miles	20,000 & 40,000 miles	A

Justification Code

- A - Safety required check (e.g., power steering, belts, power brakes hose)
- B - More frequent interval required due to time element involved in durability mileage accumulation.
- C - High frequency of unscheduled spark plug maintenance on durability vehicle indicates more frequent scheduled maintenance is required.

\*The examples given above are intended to represent the types of justification which will be considered acceptable. However, historical or technical data should be included in detail when requesting deviation from durability maintenance scheduled.